

**In the drawings:**

Please enter the Replacement Sheets of Drawings attached to this response.

REMARKS

In the Office Action of May 11, 2006, the Examiner indicated that claims 26, 27 and 30 were withdrawn in response to the election. The Examiner also objected to the drawings, as Figure 8 showed two different embodiments which must be listed as Figure 8a and 8b. The Examiner also objected to Figure 10 for the section lines and for the crosshatching of Figures 8 and 9. The Examiner also objected to the Abstract and noted a typographical error on line 1 of page 1. Applicant's copy did not contain any typographical errors and clarification of this error is solicited so that it may be properly corrected. The Examiner also noted that certain elements were disclosed under two different names and required correction. Claim 22 was rejected for listing the claim number from which it depends and claims 3-22 were rejected as being indefinite.

On a substantive note, claim 3 was rejected as being anticipated by German Patent No. 2065972 and the remaining patents were cited as obvious over this patent in view of various teaching references. Reconsideration of these rejections, in view of amendments to the claims and the accompanying remarks is respectfully requested.

Conventionally, forend rails for heavy doors have a U-shaped cross-section to provide needed stability. The forend rail receives the push or drive rod between the legs of the U-shaped rail in order to serve as a guide. The U-shaped forend rails are usually heavy, bulky and expensive, as they require a relatively wide groove and must overlap the casing of the gear which operates the drive rod.

The forend rail 118 of the invention is a flat band having the necessary stability provided by edges of the rail bearing against contact surfaces formed by the recesses on the sides of the groove 113.

German Application No. '972 does not disclose a flat forend rail nor does it disclose the width of the forend rail

being greater than the width of the drive rod 24 so as to form edge portions extending beyond the drive rod and bearing against contact surfaces formed by recesses on sides of the groove in the sash frame, the groove receiving the push or drive rod. The door sash has opening 47 and no reference is made to a forend rail or the width of such a rail in relation to the drive rod. Moreover, none of the prior art of record discloses a coupling element that is a partial ring-shaped coupling element guided for a sliding movement within a bearing element.

A one month extension of time accompanies this response. If any additional fees are due or owing, please charge Deposit Account 08-2455.

Respectfully submitted,



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